

IN THE GRASP OF THE STORM

Georgia Rejoices in Safety of
Peach Crop.

STOCK SUCCUMBS TO COLD

Early Vegetable Crop Damaged in Georgia.—Resumption of Traffic on Southern Railway—Below Zero at Charlotte—The Orange Crop—Records Broken at Columbia—Impaired Crew Rescued.

(By Telegraph to Virginian-Pilot.)

Charleston, S. C., Feb. 14.—The published tables showing the temperature of Charleston from 1738 to to-day, the oldest on this continent, prove that the record of this morning, 6.8 degrees above zero, is the lowest ever known here. It is remarkable that it was colder here this morning at 8 o'clock than in Boston and New York. The fall of snow yesterday, 3 to 4 inches, also broke the record, a Charlestonian seldom seeing any snow at all at home more than three or four times in a life time. The weather has moderated and the snow is fast melting this afternoon. The reports from the entire State show similar unprecedented climatic conditions, the thermometer at the Clemson College weather bureau, within fifteen miles of the Blue Ridge Mountains, registering as low as 7 degrees below zero.

Reports from the interior are meagre, but the laboring classes, especially negroes, are suffering for fuel, and much destitution is expected. Relief committees will be organized at Greenwood, near the scene of the recent Phoenix murders and riots, and probably elsewhere.

STOCK SUCCUMBS TO COLD.

Many hogs and cows in the country are reported frozen to death and the truck and other crops have been seriously damaged. No maritime disasters.

A vessel arriving to-day from Savannah reports that Stono river is frozen over for a distance of six miles six inches thick, and that he had to cut his way through with difficulty. This condition was never known before. He also reports a number of small craft stuck in the ice in Stono river, but none of them in distress.

EARLY VEGETABLE CROP DAMAGED.

Jacksonville, Fla., Feb. 14.—The damage by the cold wave in this State was mainly confined to the early vegetable crop. The injury to the citrus industry is at yet merely speculative. It is thought the orange bloom brought out by the open Floridian winter has been injured. It will require five or six days to ascertain the exact damage done the orange trees.

No marine disasters have been reported.

COLDEST SINCE 1884.

Wilmington, N. C., Feb. 14.—The coldest weather experienced here since 1884 was at 8 o'clock this morning when the thermometer stood at six degrees above zero with only four inches of snow on the ground.

GEORGIA PEACH CROP SAFE.

Augusta, Ga., Feb. 14.—There were over a thousand carloads of peaches shipped from the Augusta fruit district last year including territory within a radius of fifty miles in Georgia and Carolina. Advice from all this section indicate that the crop is absolutely safe. The usual fruit season for this section is about two weeks later than South Georgia.

RESUMPTION OF TRAFFIC.

Washington, Feb. 14.—The Southern Railroad has lifted the snow blockade and announces that its main line to the South will be open for through traffic to-night and that the branch lines will be running to-morrow. This result has been reached by vigorous work wherever the tracks were obstructed by deep snow drifts.

BELOW ZERO AT CHARLOTTE.

Charlotte, N. C., Feb. 14.—Weather bureau here reports the temperature dropped to five degrees below zero last night. For an hour or two to-day there was a thaw in places exposed to the sun, while in the shade the temperature ranged between 12 and 16 degrees all day. Another hard freeze is on tonight.

SITUATION IN FLORIDA.

Savannah, Ga., Feb. 14.—Letters were received to-day from Florida telling of the direful effect of the freeze in that State. The orange growers letters are recitals of ice bound trees and fruit that is ruined by the cold. The price of Florida oranges advanced this morning in one hour from the receipt of the Florida mail from \$3 to \$5 per box. The crops about Savannah are a total loss. Early vegetation was blackened and killed by the freezing weather. The melting snow to-day is adding to the freezing water that these plants have received.

NO DAMAGE IN VIRGINIA.

Richmond, Va., Feb. 14.—As yet no damage from the storm is reported from the fruit sections of Virginia. The weather has moderated, and the railroads are beginning to handle their trains with some regularity.

RECORD BREAKER AT COLUMBIA.

Columbia, S. C., Feb. 14.—Early this morning all previous temperature records were broken when the mercury went to two degrees below zero. During the day, however, which was fair and sunny, the temperature rose rapidly, until it was almost 32. At 11 o'clock to-night it is 25 degrees. The storm is about over and the general tie up in business and railroad circles has practically ended. The public schools will resume exercises to-morrow.

BULGARIA'S CREW SAVED.

St. Michaels, Azores, Feb. 14.—The captain of the American tank steamer

Weehawken, which vessel arrived here on Sunday with 25 women and children, whom she took from the Hamburg-American steamer Bulgaria, which latter ship was met 800 miles from the Azores Islands, February 5th, disabled and in a severe storm, now reports that two other steamers, the names of which are not known, were standing by the Bulgaria when she met her. The crew of the Weehawken, the captain says, were obliged to abandon further efforts to rescue those on board the Bulgaria, it being impossible to return to the Hamburg-American liner after the passengers had been saved, owing to the Weehawken's boats being wrecked as they lay alongside the Weehawken, with heavy seas running. The crew of the Weehawken report that there is a possibility that the steamer Bulgaria did not founder.

BRITISH STEAMERS DAMAGED.

Dartmouth, Feb. 14.—The British steamer Wakefield put in here to-day with her deck damaged. She is bound from Savannah to Rotterdam and Bremen.

St. Michaels, Feb. 14.—The British steamer Moorish Prince, from New Orleans on January 18th, for Antwerp, arrived here to-day.

She is damaged about the deck and her boilers are leaking.

ITALIAN BARK STRANDED.

Marseilles, Feb. 14.—The Italian bark Stefano Reppo, from Genoa for Genoa, is stranded near Marseilles.

WEATHER BUREAU'S STATEMENT.

Washington, Feb. 14.—The Weather Bureau to-night issued the following: The great storm has practically disappeared off the northeast Canadian coast, after a combination of snow and high winds that must hereafter stand as a record for almost the entire Atlantic coast region.

Clear weather is general to-night, except in the upper lake region and upper Mississippi valley, where snows and rains are falling, and in the southern portion of the west Gulf States, where it is also raining.

With the exception of a limited territory in the southwest and the eastern portion of the northern shore, there has been a general and decided rise in the temperatures, and they are once more about the freezing point west of the Mississippi river, in Florida and in the Gulf States, except northeastern Alabama. They still continue comparatively low in the Atlantic States.

A low area is evidently developing off the Texas coast, and rains are therefore indicated in southern portion of the Gulf States.

The temperatures will continue comparatively high west of the Mississippi river, and rise generally to the eastward.

Warm signals are displayed on the coast from Galveston to New Orleans.

IN TEXAS.

Dallas, Tex., Feb. 14.—Reports from all over north Texas are that the blizzard of Saturday and Sunday was the most severe in the history of the State. Loss of cattle in the Indian Territory and on the Panhandle ranges will likely be very large.

FRIGHTFUL LOSS OF LIFE.

Houston, Tex., Feb. 14.—Reports to the Post during the two days of intense cold show that fourteen lives were lost in Texas by freezing. At Houston, 2; in Collins county, 3; in Lamar county, 2; in Robertson county, 2; in Bexar county, 1; in Jefferson county, 1, and 3 children in Caddo county. Stock and crops suffered.

In the past ten days the Post has chronicled the cremation of twenty persons, of whom sixteen were children, the majority through their catching fire from open fire places.

HEAVY CROP DAMAGES.

Houston, Texas, Feb. 14.—The thermometer has made a new low record mark in south Texas, reaching 4 degrees above. The loss to stock will be very severe. Early fruit and vegetables are damaged to the amount of at least \$1,000,000.

IN ARKANSAS.

Little Rock, Ark., Feb. 14.—All records for the temperatures in the Arkansas have been broken. Sunday morning the thermometer registered 12 below zero. Since then a slow rise has been in progress and at 2 p. m. yesterday stood at 19 above. One person has frozen to death.

Fayetteville, Ark., Feb. 14.—The thermometer Sunday morning registered 21 degrees below zero, which is about 15 degrees colder than has ever been known here. In the large orchards many three have burst open from the cold, and horses and cows have frozen to death.

EXCEEDED HIS POWERS.

GOVERNOR RUSSELL HAD NO RIGHT TO REMOVE COMMISSIONERS.

(By Telegraph to Virginian-Pilot.)

Raleigh, N. C., Feb. 14.—The special committee appointed early in the session of the North Carolina Legislature to investigate Governor Russell's suspension of J. W. Wilson and S. Otho Wilson, Railroad Commissioners, from their office, met to-night and decided that the evidence before the Governor did not warrant the suspension of Major J. W. Wilson. The case of S. Otho Wilson is still under consideration.

Major Wilson will hardly be expected to resume his duties on the Railroad Commission, as it is the intention of the Assembly to abolish the statute creating the Railroad Commission and re-create it with partially new powers and duties, and his term expires with this session of the Assembly. The clause of the Railroad Commission act which governs in cases like that of Major Wilson declares that in any case of suspension the Governor shall fill the vacancy, and if the General Assembly shall determine that the suspended commissioner shall not be removed from his office then the effect shall be to re-instate him in the office.

The practical effect of the report of the committee, if adopted, as it doubtless will be, by the Legislature, will be to enable Major J. W. Wilson to draw his salary from the date of his suspension up to the present.



ANDREE, STRINDBERG AND THE EAGLE.

Professor S. A. Andree and his two assistants, Strindberg and Fraenkel, started on their sensational aerial search for the north pole on July 11, 1897. The start was made from Dane's Island, of the Spitzbergen group, in the specially constructed and equipped balloon, the Eagle, which was provisioned for three years. When last seen, the balloon was going in a northeasterly direction, which might have taken it to the point in the extreme north of Siberia where it is said to have been found. It is interesting to note that on Sept. 17, 1897, dispatches were received to the effect that the balloon had been seen in the same region where it is now reported to have been discovered.

BRYAN IN MINNESOTA

Guest of Honor at a Banquet

The Eloquent Nebraskan Discusses the General Subject of Democracy—The Treaty of Peace—Clears Way for Recognition of Philippines.

(By Telegraph to Virginian-Pilot.)

St. Paul, Feb. 14.—Col. W. J. Bryan, of Nebraska, was the guest of honor at a banquet given by Minnesota Democratic and Populist citizens at the Ryan Hotel to-night. Over 500 guests sat down to the banquet at 9 o'clock. Preceding the banquet a great crowd attended a general reception to Colonel Bryan, in the hotel parlors. After the tables were cleared Judge John W. Willis, introduced the toastmaster, Humphrey Barton. Governor John Lind spoke on "The State of Minnesota." Major Bowler, of Bird Island, who was the Fusion candidate for Lieutenant Governor, responded to the toast "Recent Phases of Misgovernment." Col. Bryan had been given the general subject of "Democracy," and his appearance and remarks called forth hearty applause. He said in part:

"The ratification of the treaty instead of committing the United States to a colonial policy really clears the way for the recognition of a Philippine republic. Lincoln, in his first inaugural message, condensed an unanswerable argument into a brief question when he asked: 'Can aliens make treaties easier than aliens can make laws?' The same argument is presented in the question: 'Can the independence of the Philippines be secured more easily by diplomacy from a foreign and hostile nation than it can through laws passed by Congress and voiced the sentiments of the American people alone?' If independence is more desirable to our people than a colonial policy, who is there, or what is there to prevent the recognition of Philippine independence? It is absurd to say that the United States can be transformed from a republic into an empire without consulting the voters."

THE PEOPLE TO DECIDE.
"The imperialists may be willing to deny to the Filipinos the right to govern themselves, but they cannot deny to the American people the right to determine the policy to be pursued by the United States in the settlement of the Philippine question."

"Until the people express themselves we can only guess at their views, but it is not safer to suppose that they will adhere to the ideas and policies of a century than to assume that they will go back to the creed of kings and to the gospel of force. In commemoration of the fact that France was our ally in securing independence the citizens of that nation joined with the citizens of the United States in placing in New York harbor a heroic statue representing Liberty enlightening the world. What course shall our nation pursue? Shall the statue of Liberty stand to France and borrow from England a statue of William the Conqueror, or shall our nation so act as to enable the American people to join with the Filipinos in placing in the harbor of Manila a statue of liberty enlightening the Orient?"

Letter From Don Carlos.

(By Telegraph to Virginian-Pilot.)
Madrid, Feb. 14.—El Correo, the newspaper organ of Don Carlos prints to-day a letter from the Pretender forbidding his partisans to attend the sitting of the Chambers when the peace treaty is under consideration.

THE LOST LAWRENCE

Fourteen of Her Crew Still Missing.

Rescued—Will Continue Search for the Missing Captain and Mate and Their Companions.

(By Telegraph to Virginian-Pilot.)

Savannah, Ga., Feb. 14.—The steamship William Lawrence, of the Merchants' and Miners' Transportation Company's Line between Baltimore and Savannah, is a total wreck on Hilton Head Island, S. C., near the Port Royal bar. She went ashore there Saturday night while in a helpless condition from storm damages, as told in these dispatches last night. The crew stood by her for nearly twenty-four hours. When the ship began to break up Captain Willis gave the order to take to the boats. The sea was running very high, a gale was blowing and it was bitterly cold. The captain was the last man to leave the ship, and it is said that he chose the poorest of the boats. Boat No. 1, in charge of Second Assistant Engineer Morrisett, with seven men, made Paris Island, where the government naval station is situated, on Sunday morning. From that point a telephone message was sent to Port Royal and a telegram to the Savannah agent reporting the loss of the ship. The names of those saved with Morrisett were given last night.

A TERRIBLE EXPERIENCE.

Boat No. 2, in charge of Second Officer R. A. Beale, contained beside Beale, Chief Engineer Roach, Steward Frank Dingle, First Cook Harry Kelly, Quartermaster Oscar Bowler and Seamen Jack Montgomery and Chas. L. L. Green. These underwent a most terrible experience. They found it impossible to make land, and as darkness fell on Sunday night the cold became more and more intense. They were benumbed, wet, hungry and exhausted. The freezing spray was driven almost through them by the piping wind. By lucky accident they located the sea buoy off Port Royal bar, and by almost superhuman effort managed to catch onto it. They made fast to the buoy, where they spent the night, and where they were found Monday morning by pilot boat No. 2, of Port Royal, and taken aboard.

FOURTEEN MEN MISSING.

Boats No. 3, under First Mate L. E. Hooper, and No. 4, under Captain Willis, are still missing with fourteen men. In Hooper's boat is First Engineer L. E. Harper, and in the captain's boat is Quartermaster's Assistant Andrew Burgess. The names of the others cannot be ascertained.

Agent Carolin, at this place, under orders from President Jenkins, of the Merchants' and Miners' Company, at Baltimore, this morning, sent the tug Cynthia and McCauley to the scene of the wreck. The Cynthia returned late to-night and reported that the Lawrence is broken in two and that nothing could be seen or heard from the two missing boats.

IN A PITIABLE CONDITION.

The passenger steamer Clifton this morning en route to Savannah from Beaufort, was halted by Pilot Boat No. 2, having on board the rescued crew of Beale's boat. They were transferred to the Clifton and brought to this city. The men were in a pitiable condition. Chief Engineer Roach, Steward Dingle and Second Officer Beale had their feet and legs frozen stiff and their hands were frost bitten. The three were taken to a hospital in carriages, and the report is to-night that each may lose one

or both feet. The other men were frost bitten on both hands and feet, but not so badly as the three mentioned. No connected story could be gotten from either of them in account of their suffering. It appears, however, that Sailor Green was the hero of the terrible night. Some of the men, craved with cold and pain, wished to commit suicide. But Green told so many funny stories, sang so many cheerful songs and could see so many light-houses of approaching vessels, which did not exist, that the spirits of the men were kept up, and none jumped overboard to end his misery. Green and his sailor companions, including the crew of the Morrietta, boat are now being cared for in one of the best hotels of the city.

SEARCH TO BE RENEWED.

Agent Carolin will leave the city early to-morrow morning on the tug Cambria to renew the search for Captain Willis and Mate Hooper and their boats. It is possible that they may have escaped to one of the Sea Islands. Telegraph and telephone wires have been down since early Sunday morning, making communication very slow or cutting it off entirely. The whole coast, north and south, of the scene of the wreck will be explored.

The wreck lies within a few miles of the spot at which the passenger steamship Clifton was wrecked in a hurricane of 1892, in the West India hurricane of 1892.

SITUATION IN SAMOA

Provisional Government Interferes With British Government.

German Consul Not Sustained by Home Government—Compelled to Apologize for Boycotting—Cited for Contempt of Court.

(By Telegraph to Virginian-Pilot.)

Auckland, N. Z., Feb. 14.—Advice received here from Samoa under date of February 8th report that anarchy and rebellion still prevail there. The provisional government persists in interfering with the British subjects and also with the servants of British residents.

The decision of the Triple Council in the matter of the kindly succession is anxiously awaited. Annexation is looked upon as the only possible solution of existing difficulties. It is stated that even Mataafa's followers would prefer English to German control.

The British cruiser Porpoise returned to Apia on February 1st from a cruise of the Samoan group, and reports having found affairs quiet on the other islands.

The people of Tatula are unanimously in favor of Malietoa Tanu'i. In Savaii each claimant to the throne is strongly supported.

GERMAN CONSUL NOT SUSTAINED.

The German consul, Mr. Rose, has notified Chief Justice Chambers that his government has not upheld his protest regarding that officer. The news was received with great satisfaction.

Chief Justice Chambers reopened his court to hear the charges of contempt against Dr. Jones Rafael and Herr Fries, Chief of Police, before releasing Herr Grievessmuhl. Dr. Rafael failed to appear. Mr. Rose, the German Consul, had declared that the matter came within the jurisdiction of his Consulate. Chief Justice Chambers considered Dr. Rafael guilty of contempt and cited him to appear at the next term of court, when judgment will be pronounced. He said that force would not be used to compel Dr. Rafael to appear, but that the German Consul should keep him in the Consulate if he chose to do so. Chief of Police Fries was fined \$100. Grievessmuhl has paid the fine of \$1,000 imposed upon him by the court.

COMPELLED TO APOLOGIZE.

The Porpoise having been boycotted by order of Dr. Rafael, and Mataafa's sentries preventing natives from going off to that cruiser in canoes, an apology was demanded by the British consul, Mr. E. G. B. Maxse, for the attitude assumed by the British, and also for an insult offered to Chief Justice Chambers. Mataafa and his chiefs complied, and Dr. Rafael also apologized in their behalf. It is understood that everything was in readiness on board the Porpoise for a royalist attack on Mataafa if an apology had not been forthcoming.

Dr. Rafael being engaged in organizing reinforcements for Mataafa, formal notice was served upon him against expending taxes for this purpose.

A BIG FIRE.

(By Telegraph to Virginian-Pilot.)
Cincinnati, O., Feb. 14.—A fire causing a loss of half a million started mysteriously in the upper back stories of the hat manufactory of Kahn, Felthelm & Co., 106 West Third street, at 4:20 a. m., and before the engines could get to work, had communicated to the clothing house of H. A. Seinsheimer & Co., 104 West Third street. Next to that stood the corner building occupied by Sanford, Varner & Storey, containing a valuable stock of clothing and material. The first named buildings were entirely burned out, but the firemen succeeded in saving the corner building at the expense of practically ruining the contents.

Invited to Speak by Republicans.

(By Telegraph to Virginian-Pilot.)
St. Paul, Minn., Feb. 14.—Colonel William J. Bryan, who is in this city to attend a Democratic banquet, visited the Legislature to-day and was invited by the House of Representatives, 90 of whose 113 members are Republicans, to address that body. His remarks were clear from politics. A recess was then taken in order that the legislators might greet the distinguished visitor.

Nominations Confirmed.

(By Telegraph to Virginian-Pilot.)
Washington, Feb. 14.—The Senate to-day confirmed the following nominations: J. H. Ducote, assistant appraiser of merchandise, New Orleans; F. N. Wicker, appraiser of merchandise, New Orleans.

Postmasters: S. A. Smith, Americas; Louisiana; G. W. Whitworth, Jeppette.

HOW ILOILO WAS CAPTURED

Non-Combatants and Foreigners Given Warning.

SAFETY ON FOREIGN SHIPS

The Boston and Petrel Clean the Trenches of Their Occupants—Fill-pinos Set Town on Fire—Entire Chinese and Native Sections Destroyed—Foreign Consuls Residences Saved—Americans Control.

(By Telegraph to Virginian-Pilot.)

Manila, Feb. 14.—11:50 a. m.—Particulars of the capture of Iloilo by the United States forces, under Brigadier General M. D. Miller, on Saturday last, have been received here.

On the morning of Friday, February 10, General Miller sent an ultimatum to the commander of the rebels on shore, notifying him that it was his intention to take Iloilo, by force if necessary. Non-combatants and foreigners were warned to leave the town within twenty-four hours. The rebels were also warned that they must make no further belligerent preparations.

The gunboat Petrel was then moved to a position close in shore, and near the rebel fort, while the cruiser Boston took up her station at the other end of the town.

REFUGEES SEEK SAFETY.

Friday passed quietly. During the day many refugees left the town of Iloilo. The majority of them were taken on board foreign ships lying in the harbor.

Searchlights from the United States warships were kept all night long illuminating the town and its defenses. The rebels, so far as the lookouts on the ships could discover, remained quiescent throughout the night.

THE BOMBARDMENT.

At 8 o'clock on the morning of Saturday, February 11, the gunboat Petrel signalled to the cruiser Boston that the rebels were working in their trenches. In return the Petrel was ordered to fire warning shots upon the town from her 3-pounders. This was done and the rebels replied with a harmless fusillade. The Boston and Petrel then bombarded the rebels' trenches, completely clearing them of their occupants in a very short time.

THE TOWN ON FIRE.

Soon after the bombardment began flames broke out simultaneously in various parts of the town. Thereupon forty-eight marines, acting as infantry and artillery, were landed from the Boston and a company was sent ashore from the Petrel. These detachments marched straight into the town of Iloilo, and, holding the Stars and Stripes over the fort, took possession of the place in the name of the United States.

CONSULS' RESIDENCES SAVED.

The capture of the town and its defenses having been accomplished the marines and soldiers who had been sent ashore proceeded to save the American, English and German consulates from destruction by the fire which was raging among the inflammable buildings of the town. The Swiss consul's residence, which was in the same row as the consulates named, was burned. The entire Chinese and native sections of the town were destroyed, but foreign mercantile property escaped with slight damage.

There was a desultory firing by the enemy in the outskirts of Iloilo, but not a single American was injured.

AMERICANS IN CONTROL.

General Miller's force had complete control of the situation when the Petrel sailed from Iloilo for Manila. The Sixth U. S. Artillery regiment occupied a position commanding both the bridges leading into the town, and the Tennessee volunteers and the Eighteenth U. S. Infantry were occupying the trenches that had been constructed by the rebels.

TIDINGS FOR DEWEY.

Washington, Feb. 14.—The Navy Department has received the following telegram:

"Manila.

"Petrel arrived from Iloilo. That place taken by our forces Saturday and now occupied. No prisoners. No casualties on our side. Insurgent loss not known, but believed to be slight. They attempted to burn town but foreign property generally saved by our force. (Signed) 'DEWEY.'"

Washington, Feb. 14.—The War Department to-day received the following advice from General Otis under date of Manila, February 14th:

One hundred and eighty officers and 1,800 men, Spanish prisoners of war, left port on the 12th and 13th by steamers Reina Christina and Uruguay, en route to Spain.

The Franco-Anglo Quarrel.

London, Feb. 14.—The Toulon correspondent of the Daily Mail remarking upon the activity at the arsenal there, and generally in the French navy works says: "It is believed that M. Lockroy, Minister of War, expects war with Great Britain within two years."

OTHER TELEGRAPH PAGE 6.

CLASSIFICATION OF NEWS.

BY DEPARTMENTS.

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